

KENTUCKY INDUSTRIAL ACCESS AND SAFETY IMPROVEMENT (KIASI) PROJECT APPLICATION

SECTION 1: PROJECT OVERVIEW

PROJECT TITLE			
VITRO RAIL SPUR - BERE A			
APPLICANT LEGAL NAME			APPLICATION YEAR
PITTSBURGH GLASS WORKS LLC			2025
APPLICANT TYPE		COUNTIES IMPACTED BY THE PROJECT	
Rail Served Industry		MADISON	
PROJECT PHYSICAL ADDRESS			
2290 Menelaus Rd. Berea, KY 40403			
RAILROAD(S) SERVING THE SITE		ENTITY OWNING PROJECT SITE (if different from applicant)	
CSX		PITTSBURGH GLASS WORKS LLC (VITRO)	
TOTAL PROJECT COST	KIASI FUNDING REQUESTED	APPLICANT MATCH	APPLICANT MATCH % (50% Minimum)
\$ 2,820,955 USD	\$ 1,410,478 USD	\$ 1,410,478 USD	50 %

Will the proposed project be matching awarded federal funds? ☒ NO ☐ YES

Does applicant plan to use their own manpower, equipment, or materials on the project (Force Account) or competitively bid out all work related to the project? Bid Out

DESCRIPTION OF PROPOSED PROJECT *(Provide a brief project description and the proposed work to be completed. Text is limited to the space provided below.)*

The Vitro Rail Spur project involves the addition of a new rail spur to the existing property. This strategic enhancement aims to streamline the transportation of raw materials to the factory, significantly reducing costs and improving financial efficiency. Leveraging Vitro's existing rail spur infrastructure and their extensive experience in rail-based material transport, this project is set to optimize logistics and support the company's operational goals. Vitro Berea has experience in rail transportation, currently receiving materials through a cross dock service located in Paris, KY.

DESCRIPTION OF HOW PROJECT WOULD PROVIDE KENTUCKY COMMUNITIES AND INDUSTRIES WITH TRANSPORTATION OPTIONS, CONNECTIVITY AND OPPORTUNITIES *(Text is limited to the space provided below.)*

The financial efficiency gained from having a rail spur will enable Berea's facility to expand its production lines, creating new job opportunities; Vitro company is constantly participating in bids for new businesses, this new infrastructure would make the location more attractive compared to other locations in Mexico and the USA. Additionally, this infrastructure can attract other industries seeking reliable and efficient logistics solutions, as Vitro would look into offering cross-dock services to industries looking for the same needs if space allows it.

DESCRIPTION OF HOW PROJECT WOULD ENHANCE RAIL LINE CORRIDORS TO INCREASE ON-TIME PERFORMANCE *(Text is limited to the space provided below.)*

Adding a dedicated rail spur can enhance efficiency by reducing congestion on existing rail lines, allowing for smoother and more efficient movement of trains and minimizing delays caused by bottlenecks. Additionally, the increased capacity of the rail network will enable the project to accommodate more railcars without compromising on-time performance.

DESCRIPTION OF HOW PROJECT WOULD IMPROVE RAIL SERVICES TO EXISTING INDUSTRIES AND ENCOURAGE INVESTMENT IN THE COMMONWEALTH *(Text is limited to the space provided below.)*

Per confirmation from CSX: CSX will not need to introduce new service to accommodate railcars to and from Vitro's proposed rail spur. A CSX train already passes this site three times a week in the direction of Vitro's switch. Adding railcars to the existing service will help maintain the current three-day-per-week schedule and could potentially lead to increased service frequency, benefiting all customers along the corridor. As customer demand grows, CSX can justify greater investment in infrastructure, ensuring continued reliable service in the area.

KENTUCKY INDUSTRIAL ACCESS AND SAFETY IMPROVEMENT (KIASI) PROJECT APPLICATION

SECTION 1: PROJECT OVERVIEW (CONTINUED)

DESCRIPTION OF PROPOSED PROJECT READINESS, OR HOW SOON AFTER AWARD CAN CONSTRUCTION BEGIN AND HOW LONG WILL THE PROJECT TAKE TO COMPLETE *(Text is limited to the space provided below.)*

The project is expected to commence in Q2 2025, with completion anticipated by Q2 2026.

SECTION 2: CONTACT INFORMATION

APPLICATION PRIMARY CONTACT NAME & TITLE	PHONE	EMAIL	
Valeria de la Parra - Supply Chain	859 551 5305	vparrac@vitro.com	
MAILING ADDRESS	CITY	STATE	ZIP
2290 Menelaus Rd. Berea, KY 40403	Berea	KY	40403

If awarded, will signatory be different from the Primary Contact? ☐ NO ☒ YES *(Provide signatory information.)*

AGREEMENT SIGNATORY NAME & TITLE	PHONE	EMAIL	
Jorge David- Supply Chain Director		jdavidv@vitro.com	
MAILING ADDRESS	CITY	STATE	ZIP
2290 Menelaus Rd.	Berea	KY	40403

If awarded, will Project Manager be different from the Primary Contact? ☒ NO ☐ YES *(Provide information.)*

PROJECT MANAGER NAME & TITLE	PHONE	EMAIL	

SECTION 3: PROPOSED PROJECT PERMITS/APPROVALS/READINESS

A. Have consultations with state or federal agencies (US Army Corps of Engineers, US Coast Guard, US Fish and Wildlife Service, Kentucky Division of Water, Kentucky Heritage Council, or others) determined the need for permits? No

B. Have all required permits been obtained? No

C. Will the proposed project have ANY impacts on a public road (City, County, State, US)? ☒ NO ☐ YES

D. Have all necessary roadway authorities been notified about the proposed project? ☐ YES ☐ NO ☒ N/A

E. Has preliminary engineering been completed for the proposed project? ☐ YES ☒ NO ☐ N/A

What engineering still needs to be done and when will it be completed? Preliminary engineering survey, design, and utilities work have been quoted, but the decision (time) will be based on acceptance of the KIASI program.

SECTION 4: ECONOMIC DEVELOPMENT INFORMATION

A. If the project will provide new and/or increased service to an industrial park:

Total acres of the industrial park	Total amount of developable acres	Acres that may be served by project
22.2	9.5	1

KENTUCKY INDUSTRIAL ACCESS AND SAFETY IMPROVEMENT (KIASI) PROJECT APPLICATION

SECTION 4: ECONOMIC DEVELOPMENT INFORMATION (CONTINUED)

B. Utility infrastructure in place to the site to be served by the project:

☒ Electric ☒ Natural Gas ☒ Water ☒ Wastewater ☐ Fiber/telecom

C. Provide listing of the names of existing companies currently served/to be served by the project along with the number of existing full-time jobs, potential new full-time jobs to be created, and potential capital investment to be incurred for each company.

	COMPANY NAME	FULL TIME JOBS		CAPITAL
		CURRENT	POTENTIAL	INVESTMENT
1	SMX -Staff Management	119	+32	\$1,064,000
2	Pittsburgh Glass Works LLC	39	+3	\$525,000
3				\$
4				\$
5				\$
6				\$
7				\$
8				\$
9				\$
10				\$

D. Are there any companies considering location or expansion of a potential project on the site to be served?

☒ YES ☐ NO ☐ N/A

If YES, provide details of the potential project for each company (e.g., potential new full-time jobs to be created and potential capital investment to be incurred).

Note: The Capital investment is the total annual investment for the potential new positions (The amount is not included on total Project Cost.

Potential full-time jobs at the PGW Berea location will arise from the company's ongoing bid projects since Berea location will become a strong candidate due to its suitable infrastructure (rail spur), when the company evaluate the best location among its Mexico and US plants

SECTION 5: SUBMISSION CHECKLIST *(See KIASI Guidance Document, Section VI, for details.)*

- ☒ Kentucky Industrial Access and Safety Improvement (KIASI) Project Application (TC 59-115)
- ☒ Statement of Work
- ☒ Scope of Work
- ☒ Project Schedule/Timeline
- ☒ Diagrams/maps depicting proposed project
- ☒ Rail Connectivity Letter (as applicable)
- ☒ Detailed engineering assessment report (as applicable)
- ☒ Aerial Photographs and photographic documentation of crossing location and condition
- ☒ Plans, schematics, details, drawings of the proposed project (as applicable)
- ☒ For equipment purchases, a price quote on letterhead from vendor OR for construction projects, a detailed estimate for the project
- ☐ Road authority consultation letters (as applicable)
- ☐ Public Interest Finding (as applicable)
- ☒ Required Annual Affidavit for Bidders, Offerors and Contractors from applicant.

KENTUCKY INDUSTRIAL ACCESS AND SAFETY IMPROVEMENT (KIASI) PROJECT APPLICATION

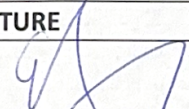
SECTION 6: KENTUCKY RAILROAD ANNUAL REPORT COMPLIANCE (Required ONLY if applicant is a railroad.)

I hereby certify that as an applicant defined as a railroad in 603 KAR 7:090(1), my company has completed and submitted TC 59-102, *Kentucky Railroad Annual Report*, in compliance with the provisions of 603 KAR 7:090 at the time of this application to be considered an eligible applicant. If it is determined I am not an eligible applicant at the time of this submission, I agree that this application shall be immediately rejected without consideration and returned to me without review.

PRINTED NAME AND TITLE	SIGNATURE	DATE
NA		

SECTION 7: BUSINESS STANDING CERTIFICATION

I hereby certify that the applicant is a business entity in good standing with the Office of the Kentucky Secretary of State or under the laws of the jurisdiction(s) in which the entity is organized or authorized to conduct business and is not delinquent in taxes owed to any taxing entity. Applicants not in good standing or delinquent in taxes are subject to this application immediately being rejected without consideration and returned to me without further review.

PRINTED NAME AND TITLE	SIGNATURE	DATE
Edson Aldape-Plant Manager		02/23/25

SECTION 8: APPLICANT CERTIFICATION

I have read the Kentucky Industrial Access and Safety Improvement (KIASI) Projects guidance document, and I understand and agree to abide by what is stated therein. I also hereby certify, subject to the provisions of KRS 523.100 (unsworn falsification to authorities), that the above information is true and correct to the best of my knowledge.

PRINTED NAME AND TITLE	SIGNATURE	DATE
Valeria de la Parra - Supply Chain		02/23/25

Submission Directions: Applicants must combine their completed application and all required attachments into a single PDF and submit it electronically via email to address provided in call for projects. It is the responsibility of the applicant to ensure delivery of the emailed submission.

PROJECT “VITRO RAIL SPUR BEREА”

Statement of Work

Pittsburgh Glass Works, a part of Vitro company, is a global leader in glass manufacturing and has over 110 years of industry experience. One of its automotive locations is based in Berea, KY, where this project is proposed.

The Berea location is seeking new infrastructure, including adding a new rail spur to the existing property. This strategic enhancement aims to streamline the transportation of raw materials to the factory, significantly reducing costs and improving financial efficiency. This improvement will position Berea as a strong contender for new projects.

Vitro/PGW Automotive Locations:



Growth:

Potential full-time jobs at the PGW Berea location will arise from the company's ongoing bid projects since Berea location will become a strong candidate due to its suitable infrastructure (rail spur), when the company evaluate the best location among its Mexico and US plants.

Experience in rail Transportation:

Vitro Berea has extensive experience in rail transportation for the company products. One of its locations, based in Nuevo León, Mexico features a rail spur. Additionally, Berea currently receives materials through a cross-dock service located in Paris, KY, served by CSX.

Rail Served:

CSX train already passes this site three times a week in the direction of Vitro's Berea switch. Adding railcars to the existing service will help maintain the current three-day-per-week schedule and could potentially lead to increased service frequency, benefiting all customers along the corridor. As customer demand grows, CSX can justify greater investment in infrastructure, ensuring continued reliable service in the area.

Scope of Work

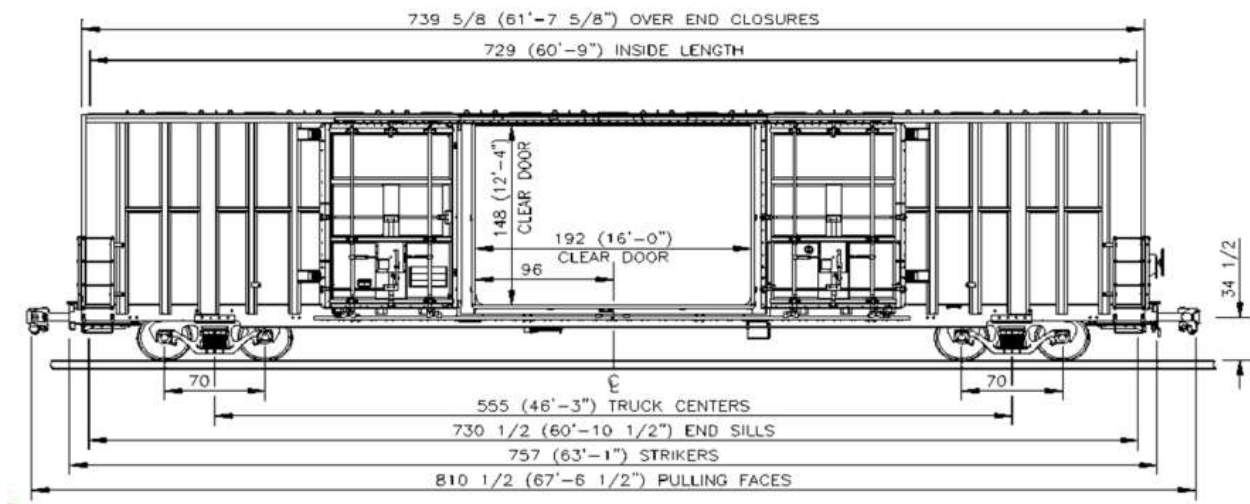
Double Rail Spur Track:

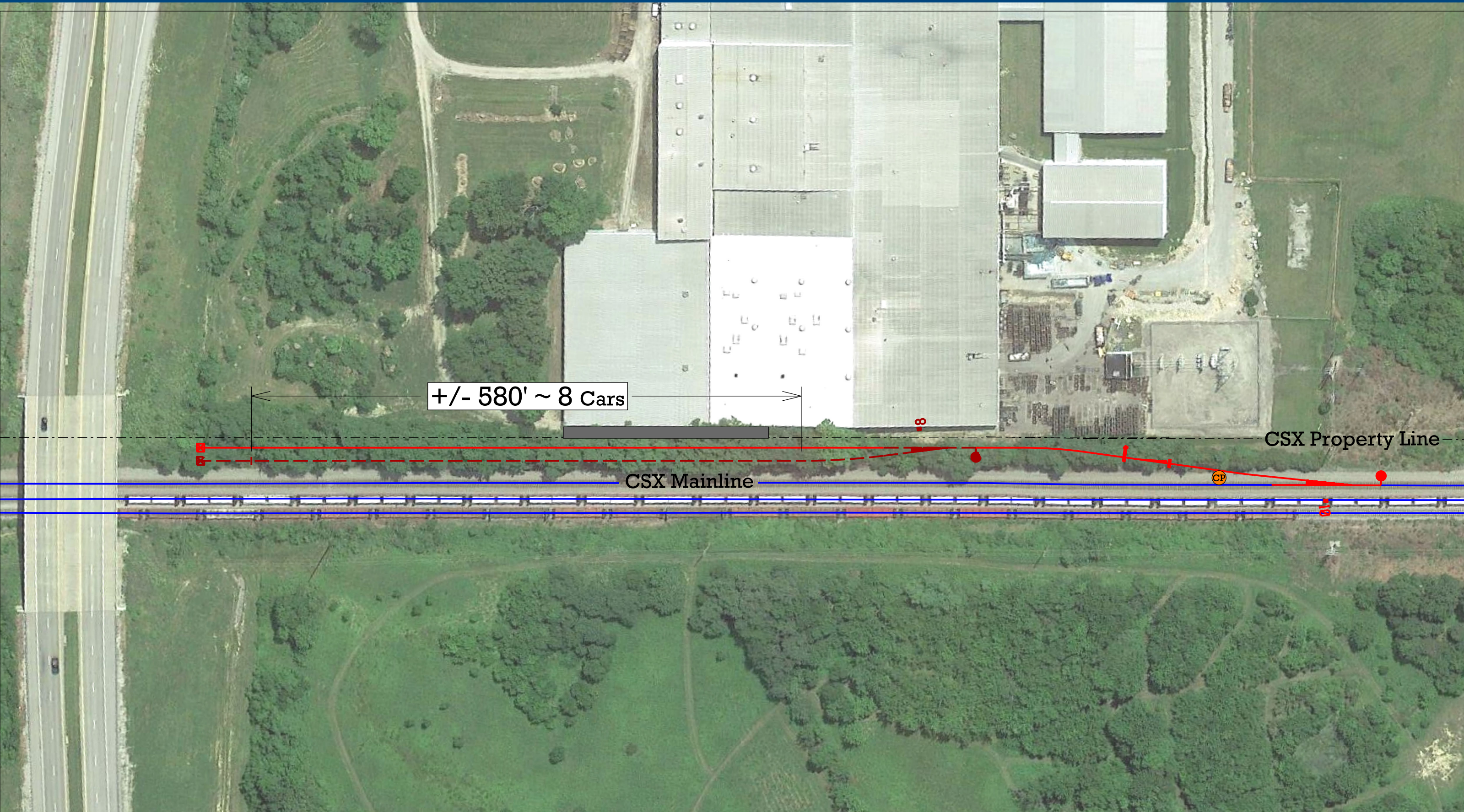
Utility Work	1	Allowance	<ol style="list-style-type: none"> 1. Marking all the utilities with a bloodhound. 2. Relocate one (1) existing 3-way fire hydrant with a control valve and road box approximately 18' South of its current location away from the building. 3. Excavation with backfill and concrete thrust blocks are included. 4. Removing spoils offsite. 5. Drawing will be done for records and/or approval
Track Design	1	Allowance	<ol style="list-style-type: none"> 1. Survey – Survey work required for railroad design. 2. Construction Documents – Prepare track alignments and profiles. Submit to Vitro for review and address comments. Prepare final design plans in accordance with CSX Transportation Standard Specifications for the Design and Construction of Private Sidetracks. Design/Construction plans will include the following: <ul style="list-style-type: none"> -Cover Sheet -Layout and Grading -Profile -Cross-sections - Construction Details 3. Plan Submittals and Revisions – Submit plans to CSX and address review comments. Obtain approval of final design/construction plans from CSX Transportation.
Mobilization/Demobilization	1	LS	Supervision and Equipment Mobilization for Construction
Clearing and Grubbing	1.65	ACRE	Clearing and Grubbing to perform track design.
Sub-ballast	2700	CYD	Once trees are cleared this stone will get imported and installed to build the track. This Quantity is unknown until the track design is approved.
CSX #10 Turnout and Derail	1	EA	Work by CSX Labor
Track Construction Track 1	1075	TF	Track 1
Bumper Track 1	1	EA	Bumper Track 1
# 10 Turnout	1	EA	Turnout would be required for a 2nd track
Track Construction	590	TF	Additional Track for 2nd Track
Bumper Track 2	1	EA	Bumper Track 2

Rail Loading Dock Design	1	Allowance	<p>Structural Design - provide the structural design of the rail loading dock. The design will incorporate the following:</p> <ul style="list-style-type: none"> -Coordinate the loading dock design with the existing building construction. - Detailed design of the railroad loading dock in accordance with CSX Railroad, AREMA, and the City of Berea, KY structural requirements.
Dock construction	1	EA	Bid TBD

Type: Boxcar 60'

Commodity: Automotive Glass









APPROX SCALE (FT)

LEGEND

-  Existing Track
-  Proposed Track
-  Future Track

This conceptual drawing has been prepared based on preliminary available site information and has not been field verified; it is intended for discussion and planning purposes only. All dimensions are subject to verification by the customer, and final design is subject to approval by CSX.


Industrial Development

PROJECT:

Proposed Sidetrack to Serve Vitro Glass

LOCATION:

Berea, KY

REGION:	MIDWEST	DATE:	08/30/2024
MP:	0KC 130	DRAWING No:	F24152-1
BY:	RAF	SHEET:	1 of 1
REV BY:	RAF	REV DATE:	09/03/2024
DESCRIPTION:		Changed 2nd track to future track	

Location : Madison County

Pittsburg Glass Works LLC

2290 Menelaus Rd. Berea, KY 40403

The proposed work to be completed is the addition of a rail spur with a connection to CSX Class I.





Robb Fritz
Sr. Manager
Industrial Development
Site Design

19 Depot St.
Walton, KY 41094
(419) 733-3126
Robb_Fritz@CSX.com

January 28, 2025

Ms. Valeria de la Parra
Supply Chain - Planner
2290 Menelaus Rd.
Berea, KY 40403

**SUBJECT: Kentucky Industrial Access and Safety Improvement (KIASI) Program
Grant Application**

Valeria:

Thank you for the opportunity to support Vitro Glass in its effort to add rail to your Berea, KY Glass Automotive Manufacturing Facility through an application for grant funds from the KIASI Program.

On behalf of CSX Transportation, Inc. (CSX), I am pleased to confirm CSX's willingness and ability to provide rail service as a Class I common carrier to Vitro Glass at your Berea, KY Glass Automotive Manufacturing Facility if the rail design and construction plan fully complies with CSX's safety, engineering, and operations specifications.

CSX looks forward to continuing our partnership with Vitro Glass for this potential project!

Regards,

A handwritten signature in black ink that reads "Robb A Fritz". The signature is written in a cursive, flowing style.

Robb Fritz
Sr. Manager
Industrial Development – Site Design



Resume- Estimated Project Cost

**Including different bidders*

PHASE 1- Quote	
Task	Investment
Rail Spur (CSX Portion)	\$ 869,750
Rail Spur (Bid/Negotiation Contractor)	\$ 1,841,975
Engineering survey and Design	\$ 73,200
Utility Work	\$ 21,030
Environmental Consultant	\$ 15,000

Total USD \$ 2,820,955

*Others **not** included on KIASI*

Racks	\$ 1,436,462
Track mobile Lease	\$ 84,000

Total USD \$ 4,341,417

Quotes

Railroad & Rail Loading Dock Design

Rail Design

1. Survey – Survey work required for railroad design.
2. Construction Documents – Prepare track alignments and profiles. Submit to Vitro for review and address comments. Prepare final design plans in accordance with CSX Transportation Standard Specifications for the Design and Construction of Private Sidetracks. Design/Construction plans will include the following:
 - Cover Sheet
 - Layout and Grading
 - Profile
 - Cross-sections
 - Construction Details
3. Plan Submittals and Revisions – Submit plans to CSX and address review comments. Obtain approval of final design/construction plans from CSX Transportation.

Notes and Exclusions for Rail Design Portion:

1. In the case existing utility plans are unavailable, a third-party utility locator can be contracted by ARC for an estimated additional cost of \$4,500.00.
2. Does NOT include environmental evaluation or assessment.
3. Geotechnical exploration/analysis.

Lump Sum Rail Design: \$29,980.00

Lump Sum – Rail Loading Dock Design: \$43,340.00
(Does NOT include Alternate 1)

LUMP SUM TOTAL RAIL DESIGN AND RAIL LOADING DOCK DESIGN: \$73,320.00

For Alternate #1 – Canopy Design – ADD: \$5,742.00



Details Option 1

Vitro Budget Price					
Track Design	1	Allowance	\$ 150,000.00	\$ 150,000.00	Provide site survey aerial mapping, provide CSX approved track drawings for owner side track agreement Estimate 4-6 month process - Permitting, Drainage Included - Work billed on T&M basis
Mobilization	1	LS	\$ 85,000.00	\$ 85,000.00	Supervsion and Equipment Mobilization for Construction
Clearing and Grubbing	1.65	ACRE	\$ 23,000.00	\$ 37,950.00	This is need done to perform the track design
Sub-ballast	2700	CYD	\$ 125.00	\$ 337,500.00	Once trees are cleared this stone would get imported and installed to build the track on. This Quantity is unknown until the track design is approved. We have included double the regular needed quantity
CSX Switch Cost	1	EA	\$ 300,000.00	\$ 300,000.00	This cost is between the project owner and CSX. This number is provided as convenience to the customer and is only an estimate
Track Construction Track 1	1075	TF	\$ 285.00	\$ 306,375.00	This would be the amount of track for one track
Bumper Track 1	1	EA	\$ 8,500.00	\$ 8,500.00	Bumper Track 1
# 10 Turnout	1	EA	\$ 90,000.00	\$ 90,000.00	This turnout would be required for the 2nd track
Track Construction	590	TF	\$ 285.00	\$ 168,150.00	Additional Track for 2nd Track
Bumper Track 2	1	EA	\$ 8,500.00	\$ 8,500.00	Bumper Track 2
Loading Dock	1	Allowance	\$ 350,000.00	\$ 350,000.00	This dock needs designed. Final price is continggent on design approval. This is only a ballpark estimate.
			2 Tracks	\$ 1,841,975.00	2 Track Budget Estimate

Details Option 2

B. Option 2 – Double Rail Spur Track Construction – Constructed according to AREMA and CSX Guidelines for Industry Track Specifications.

1. Mobilization/Demobilization.
2. 1,740 TF of standard ballasted track.
 - (a) 115# RE Minimum Relay Class I, jointed.
 - (b) 7x9 Grade 4/5 wood ties.
 - (c) 6" Limestone ballast stone under tie. Pre-ballasting by others.
 - (d) Other track material.
3. 1 EA - #8 CSX Heavy Industrial Turnout.
 - (a) Turnout to adhere to CSX and AREMA Guidelines for Industry Track Specifications.
 - (b) 115# RE minimum New, Jointed.
 - (c) New wooden timbers.
 - (d) Solid Manganese Self Guarded (SMSG) frog.
 - (e) Knife-point switch points.
 - (f) 51-A switch stand with reflective target.
 - (g) All required walking stone.
 - (h) Turnout will not be grounded/bonded.
4. 2 EA – F&I WD Bumpers.
5. 35 TF – Timber Access Pad for Car Mover.
6. 1 LS – Site Civil Services to prepare area for track work.
7. 1,550 TN – Subballast placement/compaction.
8. Flagging/ROW, Railroad Protective Liability Insurance, Right of Entry Permitting.
9. Staking/Survey.
10. Engineering services. Track alignment and CSX submittal only.

C. Alternate:

1. Should rock excavation be required within the area of work and drilling/excavation of such materials, this shall be performed at an **ADDITIONAL** cost of **\$230.00/CY** as quantified by a Geotechnical Report. Please note that this will also incur additional charges for CSX Flagging services at an **ADDED \$2,800.00/Day**. Without a current geotechnical report, any solid rock obstructions are currently unknown.

D. Exclusions for Construction Phase

1. Stone fill between track walkways if required/desired on double track construction option.
2. Allowances for undercutting, refilling, and/or select backfill. All excavation spoils assumed to be suitable for backfill materials.
3. Buy America.
4. Prevailing Wage.
5. Bid Bond.
6. P&P Bond.
7. MBE/DBE Participant(s).
8. Trackwork past the division line of ownership such as, mainline trackwork, furnish/installation of mainline turnouts, details, ballast, walking stone, etc.
9. Signal work including any components and electrical activities.
10. All soils testing, compaction testing, density testing, and services of a soils engineer.
11. Substandard or hazardous soil & material mitigation.
12. Removal/replacement of any contaminated materials.
13. Removal, repair, replacement, and/relocations of existing piping, utilities, and offloading equipment.
14. Under track structures, trenches, settling subgrade, or tunnels.
15. Any modifications to existing utilities or removal of any buried structures.
16. Excavation/backfill for any mechanical, electrical, or footers.
17. Building or other structures or modifications.
18. Track welding.
19. Repaving/concrete work due to existing track demolition/shifting.
20. Permitting, testing, as-built survey, land development, hydrology, geotechnical, structural design (e.g. dock(s)),



- bid documentation/specs, and utility design.
- 21. Train Delays/Track Outages
 - 22. Track Grounding/Bonding
 - 23. Any other services not specifically described within the above scope.

E. Notes:

- 1. This proposal is based on CSX and AREMA Guidelines for Industry Track Project Specifications.
- 2. Payment terms for this project will be submitted monthly and payments will be net 30 from submittal.
- 3. Any spoils generated by other trades can be moved at an extra hourly rate.
- 4. The pricing below reflects the cost of materials and installation.
- 5. ATG to supply standard insurance coverage.
- 6. ATG to perform work with open shop workforce, at ATG's standard wage rates.
- 7. Personnel to be RWP trained.
- 8. Pricing is based on current market prices.

OPTION 1 CONSTRUCTION COSTS.....	\$995,215.00
OPTION 2 CONSTRUCTION COSTS.....	\$1,215,800.00

NOTE: American Track Reserves the right to revise costs should a significant change in scope occur over the course of the design

Utility Work:

RE: What This Proposal Pertains To

Leigh -

Please accept this as our proposal to perform the following.

- 1. Marking all the utilities with a blood hound.
- 2. Relocate one (1) existing 3-way fire hydrant with a control valve and road box approximately 18' South of its current location away from the building.
- 3. Excavation with backfill and concrete thrust blocks are included.
- 4. Removing spoils offsite.
- 5. Drawing will be done for records and/or approval

TOTAL COST FOR ALL ITEMS AS LISTED	\$21,030
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Total	\$21,030
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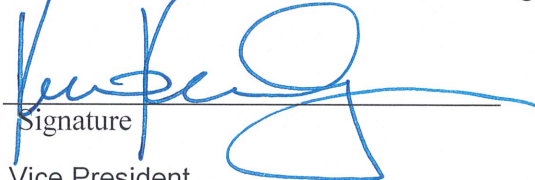
**Required Affidavit for Bidders, Offerors
and Contractors**
(KRS 45A.110 & 45A.115)

Affidavit Effective for One (1) Year from Date of Execution

Instructions: Pursuant to KRS 45A.110 and 45A.115, a bidder, offeror, or contractor ("Contractor") is required to submit a Required Affidavit for Bidders, Offerors, and Contractors to be awarded a contract, or for the renewal of a contract. An authorized representative of the contracting party must complete the attestation below, have the attestation notarized, and return the completed affidavit to the Commonwealth.

Attestation

As a duly authorized representative for the Contractor, I swear and affirm under penalty of perjury, that that the Contractor has not knowingly violated campaign finance laws of the Commonwealth of Kentucky and that the award of a contract will not violate any provision of the campaign finance laws of the Commonwealth. For purposes of this attestation, "Knowingly" means that the bidder or offeror is aware or should have been aware of the existence of a violation. The bidder or offer understands that the Commonwealth retains the right to request an updated affidavit at any time.



Signature
Vice President

Title

Kevin Kennedy

Printed Name

2/27/2025

Date

Bidder or Offeror Name: Kennedy Railroad Services LLC
Address: 1550 N. Bailey Rd.
North Jackson, OH 44451

Commonwealth of Kentucky Vendor Code (If known): _____

Subscribed and sworn to before me this 27th day of February, 2025.

State of: Ohio

Notary: 

County of: Mahoning

My Commission Expires: _____



VINCENT J. MORGIONE
Attorney at Law
Notary Public
Permanent Commission



**Required Affidavit for Bidders, Offerors
and Contractors**
(KRS 45A.110 & 45A.115)

Rev. 9-16-22

Affidavit Effective for One (1) Year from Date of Execution

Instructions: Pursuant to KRS 45A.110 and 45A.115, a bidder, offeror, or contractor ("Contractor") is required to submit a Required Affidavit for Bidders, Offerors, and Contractors to be awarded a contract, or for the renewal of a contract. An authorized representative of the contracting party must complete the attestation below, have the attestation notarized, and return the completed affidavit to the Commonwealth.

Attestation

As a duly authorized representative for the Contractor, I swear and affirm under penalty of perjury, that that the Contractor has not knowingly violated campaign finance laws of the Commonwealth of Kentucky and that the award of a contract will not violate any provision of the campaign finance laws of the Commonwealth. For purposes of this attestation, "Knowingly" means that the bidder or offeror is aware or should have been aware of the existence of a violation. The bidder or offer understands that the Commonwealth retains the right to request an updated affidavit at any time.

[Signature] Josh Ferrell
Signature Printed Name
Client Development Manager 03/05/25
Title Date

Bidder or Offeror Name:

Address:

American Track
3950 Fossil Creek Blvd Suite 106
Fort Worth, TX 76137

Commonwealth of Kentucky Vendor Code (If known): _____

Subscribed and sworn to before me this 5th day of March, 2025.

State of: Kentucky Notary: Wyatt P. Bullock

County of: Jefferson My Commission Expires: 05/05/2026

